

INTERNATIONALS.

DINNORF'S FLUID MAGNESIA.
The best remedy for Acidity of the Stomach.
DINNORF'S FLUID MAGNESIA.
For Constipation and Indigestion.
DINNORF'S FLUID MAGNESIA.
The best fluid aperient for delicate constitutions.
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The best fluid aperient for delicate constitutions.
Agents—A. S. Watson & Co., Hongkong.

BROWN, JONES & CO.
AMERICAN ITALIAN MARBLE
CROSSES.
HEADSTONES AND COLUMNS.
In Stock.
Prices moderate. Work promptly done.
Satisfaction Guaranteed.

A. S. WATSON & CO. LIMITED.
WINES AND SPIRITS.
We have in stock the following brands,
all of which are of excellent quality and good value
for the money.

The above being specially selected by our
London House, and bought direct from the most
noted Shippers, we are enabled to supply the best
quality at moderate prices.
In ordering it is only necessary to state the
name and quantity of Wine or Spirit wanted,
and initial for the quality desired.

PORTS. (For families and general use.)

CLARETS.
A. Superior Breakfast Claret, 12 1.00
B. Superior Claret, 12 1.00
C. Superior Claret, 12 1.00
D. Superior Claret, 12 1.00
E. Superior Claret, 12 1.00
F. Superior Claret, 12 1.00
G. Superior Claret, 12 1.00
H. Superior Claret, 12 1.00
I. Superior Claret, 12 1.00
J. Superior Claret, 12 1.00
K. Superior Claret, 12 1.00
L. Superior Claret, 12 1.00
M. Superior Claret, 12 1.00
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P. Superior Claret, 12 1.00
Q. Superior Claret, 12 1.00
R. Superior Claret, 12 1.00
S. Superior Claret, 12 1.00
T. Superior Claret, 12 1.00
U. Superior Claret, 12 1.00
V. Superior Claret, 12 1.00
W. Superior Claret, 12 1.00
X. Superior Claret, 12 1.00
Y. Superior Claret, 12 1.00
Z. Superior Claret, 12 1.00

MADEIRA, HOCK & CHAMPAGNE.

Full particulars of the various Brands in stock
on application.

BRANDY.

A. Superior Old Brandy, 12 1.00
B. Superior Old Brandy, 12 1.00
C. Superior Old Brandy, 12 1.00
D. Superior Old Brandy, 12 1.00
E. Superior Old Brandy, 12 1.00
F. Superior Old Brandy, 12 1.00
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W. Superior Old Brandy, 12 1.00
X. Superior Old Brandy, 12 1.00
Y. Superior Old Brandy, 12 1.00
Z. Superior Old Brandy, 12 1.00

SCOTCH WHISKY.

A. Superior Scotch Whisky, 12 1.00
B. Superior Scotch Whisky, 12 1.00
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D. Superior Scotch Whisky, 12 1.00
E. Superior Scotch Whisky, 12 1.00
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Y. Superior Scotch Whisky, 12 1.00
Z. Superior Scotch Whisky, 12 1.00

IRISH WHISKY.

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D. Superior Irish Whisky, 12 1.00
E. Superior Irish Whisky, 12 1.00
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LIQUEURS.

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PRICES ON APPLICATION.

A. S. WATSON & CO. LIMITED.

THE HONGKONG DISPENSARY,
HONGKONG, 4th February, 1892.

Only communications relating to the above columns
should be addressed to the Dispensary.

Correspondents are requested to forward their names
and address with communications addressed to the
Dispensary, not for publication, but as evidence of good
faith.

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The Daily Press.

HONGKONG, May 14th, 1892.

From time to time there appear in our own
columns and in those of our contemporaries
pointed references to the practices of certain
diplomatic agents in the Far East which are
not creditable, either to the individuals, or
to the countries they represent, or to the
profession of diplomacy as a whole. What is
broadly insinuated comes in fact to this, that
representatives of some of the greatest
powers in the modern world, whose proper
business it is to uphold the honour of their
respective countries at Eastern Courts, and
to maintain the moral prestige of the civiliza-
tion of the West in the sight of the populous
nations of China and Japan, make a kind of
small harlot of that honour and that prestige.
In fulfilling one part of their duty to their
own country they forget another. Instructed
to push the interests of their national trade
and manufactures, they make themselves the
agents of special traders and sink the dignity
of the diplomat in the vulgar role of the
commercial hawk. That the practice is de-
regatory to the character of a Minister or
even a Consul, it would be superfluous to
argue. Possibly those who are addicted to it
would admit as much themselves, and they
cannot be supposed to be so devoted to the
sense of shame as to relish the office
which their instructions thrust upon them.
The instructions must therefore be of a
peremptory character, and the success at-
tending the national policy which is repre-
sented by them must supply some justification
for their continuance. For they all do

it. All that is with the single exception of
the representatives of Great Britain. And
it would be very surprising were it possible
to follow the results of the systems.
This something more than a coincidence that
the line which divides the Powers in this
respect is the line which divides the Powers in
the question of Free Trade and Protection; on
which Great Britain occupies the position of
being in a minority of one. There is no one
side no confidence in the energy or the ability
of traders or manufacturers to stand erect
without Government aid constantly propping
them up, and on the other a perfect con-
viction of the wisdom of leaving commerce
and industry to work out their own salva-
tion. On the one side the principal con-
sideration for a force; on the other, freedom.
The respective agents of these opposite policies
fall naturally into opposite ranks. The
champions of a national trade become allied
to some particular trader, and fight for his
advantage sometimes to the damage of others
of his own nation. On the other system of
special protection it is hardly possible to
avoid being drawn into this dilemma. It
has actually occurred in recent years to the
representatives of both France and Ger-
many, and in fact only those diplomats can
avoid it whose country is small enough to
be represented by a single merchant or a
single manufacturer. The corresponding
error on the British side seems always to
have been that since no individual interest
could be legitimately promoted, general
indifference to all concrete British interests
was the proper attitude for Ministers and
Consuls. And in extreme cases positive
antipathy to the interests of any individual
merchant or manufacturer may be gradual-
ly evolved by this habit of indifference. The
French have been the most energetic of late
in pushing the trade of their nationals, and
their actions of commerce are so crude that
they take no account of the relative advan-
tages of different producers, but demand
simply that what France produces shall be
bought, and at the prices at which France can
afford to sell it. That the article can be
obtained cheaper or better elsewhere is not even
admitted into the argument. It is on this
basis that the French Minister has been so
persistent in demanding of the Chinese
Government contracts for rails, bridge ma-
terial, and so forth, though, to him, justice
seems always ready to offer a *quid pro*
quo in the form of missionary claims. It
would appear indeed that the chief induc-
ement which France now has in maintaining
the nominal Christian protectorate is that
she may have the wherewithal to purchase
the favour of China in the matter of com-
mercial contracts.

There are signs, however, of this game
having been played a little too strong; and
the Chinese were beginning to turn.
The harbour works of Port Arthur were
constructed by a French Syndicate, without
any great profit perhaps, unless it were to
individuals, and a fundamental condition
of the contract was that the works should
be guaranteed for ten years by the Comptoir
d'Exploitation. The value of that indurment
of course disappeared on the failure of the
Bank. Lastly it has been reported that
an accident had happened to the dock which
will cost the Chinese Government a con-
siderable sum, which would naturally have
come under the guarantee of the Comptoir.
The Chinese will do their best to make
somebody pay for the damage. Then there
is a couple of big dredgers to which al-
location is made from time to time living some-
where in the Pella river. They were con-
tracted for some years ago for the Yellow
River, to be delivered there. But they can-
not be delivered there, nor are they sup-
posed to be perfectly suitable if they were.
Consequently the Government has steadily
refused to take them over or pay for them.
But on signing the contract bargain money
was paid to Mr. THERY, and the Chinese
claim the refund, which of course the French
refuse, and there is a deadlock. The inde-
pendent urgency of the French Minister in
applying diplomatic pressure to the Chinese
Yamen to force them to put money into the
pockets of French manufacturers seems not
likely to provoke retaliation. The Chinese
man is a tolerably patient animal, but he
has a constitutional objection to being taken
advantage of, and it is not improbable
therefore that the French Minister will
in the end find that he has done more harm
than good to the French for whom he has
been fighting.

The British cruiser *Stearn* left here yesterday
morning for Yokohama.

The Agents (Messrs. Bitterfield & Sons) in-
form us that the *Stearn* is a steamship, and
left Singapore on the afternoon of the 12th inst.
for this port.

The final round for the Tawn Tennis Cham-
pionship will be played on a Cricket Ground
at 4 p.m. to-day. Mr. H. P. Hinton, winner of
All Comers' Singles, will meet W. H. Wallace,
the present holder of the Championship.

To-morrow morning, between 9 and 10.30
o'clock, the steam launch *Daydream*, carrying
the Bethel flag, will call alongside any vessel
belonging to the Government, to convey men ashore
to H. M. service at St. Peter's (Sennett's)
Church, returning about 12.30.

We notice that the subscription list which has
been issued by the members of the Cricket Club
with a view to effecting something in the nature
of a souvenir to their late Hon. Sec. Mr. A. K.
Travers, will be closed after Saturday, the 21st
inst. Late for signatures at the Pavilion end
of the Hongkong Club.

The *Strait Times*, announcing the arrival
in Singapore of Mr. Blamsey, who has been in
charge of the mining operations of the Pan-
ama Canal, says that he has been in the
most arduous and successful manner, and that
he has secured a large number of shareholders.
Mr. Blamsey is a man of great energy and
business, and his success in the Panama Canal
is a great credit to him. He has been in the
charge of the mining operations of the Pan-
ama Canal for some time, and has been very
successful in his work. He has secured a large
number of shareholders, and his success in the
Panama Canal is a great credit to him.

The season's racing.

The race for Mr. May's Cup on Sunday, the
8th inst., brought to a close the first racing
season of the Corinthian Sailing Club. The season
has been a most successful one and from first
to last the racing has been of a most interest-
ing nature.

During the summer of 1891 five new boats
were built for the purpose of racing within the
limits settled at the preliminary meetings of the
Club. These boats were first in order to pro-
vide the development of more racing machines
which, although offering possibilities for good
sport, yet would be out of the reach of a large
number of would-be owners on account of their
expense.

The season's experience has shown that the
limits were very judiciously fixed, as a more
handsome and seaworthy class and really racing
craft than that represented by *Kitten*, *Edith*,
and *Sue* could be desired.

The season began rather late owing to the
fact that the new boats had taken longer to fit
out than their owners had expected. It was not
till the 6th of December that the first race was
held, and it was not till the 12th of January
that the season was really in progress. The
race which was held on the 12th inst. was the
first of the season, and was a most interest-
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Kitten, which was owned by Mr. May. The boat
Edith was second, and the boat *Sue* was third.
The race was a most interesting one, and was
well contested. The boats were all of a similar
class, and the race was a most interesting one.

The season's racing.

The race for Mr. May's Cup on Sunday, the
8th inst., brought to a close the first racing
season of the Corinthian Sailing Club. The season
has been a most successful one and from first
to last the racing has been of a most interest-
ing nature.

During the summer of 1891 five new boats
were built for the purpose of racing within the
limits settled at the preliminary meetings of the
Club. These boats were first in order to pro-
vide the development of more racing machines
which, although offering possibilities for good
sport, yet would be out of the reach of a large
number of would-be owners on account of their
expense.

The season's experience has shown that the
limits were very judiciously fixed, as a more
handsome and seaworthy class and really racing
craft than that represented by *Kitten*, *Edith*,
and *Sue* could be desired.

The season began rather late owing to the
fact that the new boats had taken longer to fit
out than their owners had expected. It was not
till the 6th of December that the first race was
held, and it was not till the 12th of January
that the season was really in progress. The
race which was held on the 12th inst. was the
first of the season, and was a most interest-
ing one. It was a race for the May's Cup, and
was won by the boat *Kitten*, which was owned
by Mr. May. The boat *Edith* was second, and
the boat *Sue* was third. The race was a most
interesting one, and was well contested. The
boats were all of a similar class, and the race
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well contested. The boats were all of a similar
class, and the race was a most interesting one.

The season's racing.

RAUB MINES.

The following is the Mining Manager's Report for the four weeks ending 24th April, 1923. I have the honour to report the following as the progress made with the various workings at the mine during the past four weeks. I have been called to Singapore on business connected with the Syndicate, I closed up the mine and brought down with me the gold to the mine.

I left Hong Kong on the 4th inst. and arrived in Singapore on the 9th, delivering the gold to the Secretary of the mine. Having finished the business, I called on the Singapore Mining Association on the 10th and arrived at Raub on the 24th inst.

During my absence, owing to the incessant rain, a great deal of information accrued in regard to the work at the mine, and the Raub Mining Association has been in the habit of sending me the news of the progress of the mine. The gold output of the mine during the four weeks ending 24th April, 1923, was 1,000 lbs. The gold output of the mine during the four weeks ending 24th April, 1923, was 1,000 lbs. The gold output of the mine during the four weeks ending 24th April, 1923, was 1,000 lbs.

As the mine is situated in a very remote and isolated position, it is not possible to obtain the necessary supplies of food and other necessaries from the outside world. It is therefore necessary to maintain a stock of provisions at the mine. The mine has been supplied with provisions from the outside world, and the stock of provisions at the mine is now sufficient to last for several months.

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THE WEATHER.

Station	Temp.	Wind	Clouds	Pressure
Hong Kong	78.0	W 10	100	30.0
Shanghai	75.0	W 10	100	30.0
Amoy	75.0	W 10	100	30.0
Swatow	75.0	W 10	100	30.0
Shanghai	75.0	W 10	100	30.0
Amoy	75.0	W 10	100	30.0
Swatow	75.0	W 10	100	30.0
Hong Kong	78.0	W 10	100	30.0

HONGKONG WEATHER.

Station	Temp.	Wind	Clouds	Pressure
Hong Kong	78.0	W 10	100	30.0
Shanghai	75.0	W 10	100	30.0
Amoy	75.0	W 10	100	30.0
Swatow	75.0	W 10	100	30.0
Hong Kong	78.0	W 10	100	30.0

FORECAST.

Station	Temp.	Wind	Clouds	Pressure
Hong Kong	78.0	W 10	100	30.0
Shanghai	75.0	W 10	100	30.0
Amoy	75.0	W 10	100	30.0
Swatow	75.0	W 10	100	30.0
Hong Kong	78.0	W 10	100	30.0

COMMERCIAL INTELLIGENCE.

CLOSING QUOTATIONS.

Station	Temp.	Wind	Clouds	Pressure
Hong Kong	78.0	W 10	100	30.0
Shanghai	75.0	W 10	100	30.0
Amoy	75.0	W 10	100	30.0
Swatow	75.0	W 10	100	30.0
Hong Kong	78.0	W 10	100	30.0

JOINT STOCK SHARES.

Station	Temp.	Wind	Clouds	Pressure
Hong Kong	78.0	W 10	100	30.0
Shanghai	75.0	W 10	100	30.0
Amoy	75.0	W 10	100	30.0
Swatow	75.0	W 10	100	30.0
Hong Kong	78.0	W 10	100	30.0

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Station	Temp.	Wind	Clouds	Pressure
Hong Kong	78.0	W 10	100	30.0
Shanghai	75.0	W 10	100	30.0
Amoy	75.0	W 10	100	30.0
Swatow	75.0	W 10	100	30.0
Hong Kong	78.0	W 10	100	30.0

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Amoy	75.0	W 10	100	30.0
Swatow	75.0	W 10	100	30.0
Hong Kong	78.0	W 10	100	30.0

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Shanghai	75.0	W 10	100	30.0
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Swatow	75.0	W 10	100	30.0
Hong Kong	78.0	W 10	100	30.0

JOINT STOCK SHARES.

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Hong Kong	78.0	W 10	100	30.0

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Station	Temp.	Wind	Clouds	Pressure
Hong Kong	78.0	W 10	100	30.0
Shanghai	75.0	W 10	100	30.0
Amoy	75.0	W 10	100	30.0
Swatow	75.0	W 10	100	30.0
Hong Kong	78.0	W 10	100	30.0

VESSELS EXPECTED.

THE INDIAN MAIL.
The steamer *Yamuna*, with Indian mails, left Singapore on the 10th, and is due here on the 16th inst.

THE FRENCH MAIL.
The M. M. steamer *Saintange*, with the French mail, will leave for the April letter on Tuesday, the 10th inst, at 6 p.m., and may be expected here on about Tuesday, the 17th inst. This Packet brings replies to letters despatched on the 10th inst. on March 9th.

THE CANADIAN MAIL.
The U. P. steamer *Empress of Japan*, with the Canadian mail, left Yokohama on the 12th, and is due here on or about the 25th inst.

BERKHADEE STEAMERS.
The P. & O. steamer *Malacca* left Shanghai on Tuesday, the 10th inst. and is expected here on or about the 14th inst.
The O. S. S. Co's vessel *Argentan* left Singapore on the morning of the 11th, and may be expected here on or about the 17th inst.
The O. S. S. Co's steamer *Marine* left Singapore on the afternoon of the 12th, and is due here on or about the 18th inst.
The Glen Line steamer *Changhaie* left Singapore on the afternoon of the 12th, and is due here on the 18th inst.

POST-OFFICE NOTICES.
PAK POST OFFICE.
PAK DELIVERY TIMES: at Post Office at 11.30 a.m. on the 16th inst. April. Letters in the Cars by 12 and 3 o'clock Trains. Letter Boxes at Pak will be cleared at 12.30 and 4 p.m.

The Postal Guide for 1892, revised to date, will be found in the *Chronicle* and *Directory* for 1891. This is the only authorized complete summary of Postal information published in Hongkong.

The authorized List of Mails issued in connection with this paper is the one published twice each day, by Mr. Barra, which is corrected to a much later hour than that given below.

MAILS BY STEAMER.
For Singapore, Penang, and Calcutta.—Per *Kulsang*, on the 16th inst. at 1.13 P.M.
For Amoy and Manila.—Per *Don Juan*, to-day, the 14th inst., at 1.13 P.M.
For Shanghai, Kobe, and Yokohama.—Per *Strindholm*, to-day, the 14th inst., at 1.13 P.M.
For Hongkong.—Per *Ningpo*, to-day, the 14th inst., at 1.13 P.M.
For Shanghai.—Per *Brindisi*, to-day, the 14th inst., at 3.30 P.M.
For Singapore.—Per *Clara*, to-day, the 14th inst., at 3.30 P.M.
For Swatow and Hongkong.—Per P. O. *Kiao*, to-day, the 14th inst., at 3.30 P.M.
For Amoy and Manila.—Per *Eio*, to-day, the 14th inst., at 4.30 P.M.
For Bangkok.—Per *Denacense*, to-morrow, the 15th inst., at 6.30 A.M.
For Swatow, Amoy, and Taiwan.—Per *Thales*, to-morrow, the 15th inst., at 9.00 A.M.
For Amoy and Manila.—Per *Yikang*, on Monday, the 16th inst., at 11.30 A.M.
For Swatow and Hongkong.—Per *Triang*, on Monday, the 16th inst., at 11.30 A.M.
For Singapore and Mauritius.—Per *Independence*, on Tuesday, the 17th inst., at 7.30 A.M.
For Swatow and Bombay.—Per *Reborn*, on Wednesday, the 18th inst., at 7.30 A.M.
For Singapore.—Per *Poliphanta*, on Wednesday, the 18th inst., at 7.30 P.M.
For Yokohama and San Francisco.—Per *Gaulis*, on Saturday, the 21st inst., at 10.30 P.M.

MAILS BY THE FRENCH PACKET.
The French General Packet *Mohorua* will be expected here on the 16th inst. at 1.13 P.M. with Mails for the United Kingdom, Europe, and places beyond, via Marseilles; to Saigon, Straits Settlements, Batavia, Birmah, Siam, the Australian Colonies, Pondichery, the East Indies, China, Mauritius, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails.

The Post Office declines all responsibility for Unregistered Letters containing Bank Notes, Coins, or Jewellery, and, where Registration has been neglected, will make no enquiries into alleged losses of such letters.

HOUSES OF CLOSING THE ENGLISH AND FRENCH MAILS.
The *Postes* begin on Noon.
The following hours will be observed in closing the mails for Europe, &c., by the English and French Packets, when they leave at Noon. The British Order Office will be closed at 5 P.M. the day before.
8.00 A.M.—Posting of Prices Current and Circulars closes.
(Prices Current and Circulars may however be posted, provided they are sent up to 11.30 A.M.)
11.00 A.M.—Mails for the United Kingdom, Europe, and places beyond, with the addresses all one way.
1.00 P.M.—Registry closes.
1.30 P.M.—Closing of newspapers, books, and patterns closes.
11.00 A.M.—Mail closes.
LATER LETTERS may be posted (from 11.10 A.M. till 1.00 P.M.) for up to 11.30 A.M. after which hour they may be sent on board with the same late fee.

MAILS BY THE UNITED STATES PACKET.
The United States Mail Packet *Gaulis* will be despatched on SATURDAY, the 21st inst. (Friday), with Mails for Japan, San Francisco, and the United States, and will be closed as follows:—
1.15 P.M., Registry closes.
3.30 P.M., Post Office closes, but Correspondence may be sent up to 4.00 P.M. for the Packet.
Late Fee of 10 cents extra Postage until the time of despatchure.
The Post Office declines all responsibility for Unregistered Letters containing Bank Notes, Coins, or Jewellery, and, where Registration has been neglected, will make no enquiries into alleged losses of such letters.

HONGKONG HANSARD.
NOW READY.

REPORTS OF THE MEETINGS OF THE HONGKONG LEGISLATIVE COUNCIL, Session 1890-91. Reprinted from the *Hongkong Daily Press*, revised by the Members. With Index. 237 cloth. Price \$4.
Hongkong: 25th August, 1891. [5029]

1892
MAIL TABLES
MAIL TABLES NOW READY. Paper, 10 cents. Cardboard, 20 cents. Cash. Daily Press Office or Booksellers.
Hongkong, 22nd February, 1892. [1312]

號生隆
YEE SANG A CO.
COAL MERCHANTS.
have always on hand
all kinds of **REGISTERED**
DESCRIPTION OF COALS
all kinds.—Care of Messrs. KWONG SANG & Co.
No. 68 PRAYAT. [762]

JAPAN GAZETTE.
YOKOHAMA.
HAVING been appointed Agent in Hongkong and South China for the Japanese Government, and the **YOKOBEI** and **HONG KONG** Orders for Subscriptions and advertisements will be received at this Office.
Hongkong Daily Press Office.
Hongkong, 22nd February, 1892.

NOW ON SALE.
BOUND VOLUMES of the China Overseas Trade Review for the Year 1891.
PRICES, TEN DOLLARS.
Apply at the *Daily Press* Office.

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the OWNERS are RESPONSIBLE for any loss or damage to goods or cargo, or the contents of the following Vessels during their stay in Hongkong Harbour:—
ADOLPH, Ger. M. Westergaard—Arnhold.
KARLSRUHE, Brit. str. A. Webster—Gibb, Liv.
JINGSTON & Co.
TRITON, Brit. str. N. Shannon—Gibb.
DICKIE, Brit. str. J. Gordon—Chubb.

SANKS.

CAPITAL \$10,000,000
 RESERVE FUND \$ 6,300,000
 TOTAL ASSETS \$16,096,000

LIST OF DIRECTORS:
 JAMES E. HAY (Chairman),
 J. B. Egan, Deputy Chairman,
 J. S. Egan, J. A. McManus, Esq.,
 J. R. Moore, Esq.,
 J. R. Sweeney, Esq.

MANAGING DIRECTOR:
 J. P. DE BOVIS, Esq.
MANAGER:
 J. P. WARD GARDNER, Esq.,
 100 N. LEXINGTON AVE.,
 NEW YORK CITY.
 LONDON & GLOBE BANK
 COMPANY, LIMITED.

2- LIVERIES ALLOWED.
Interest at the rate of 2 per Cent.
 The whole balance up to \$200,000.
 Costs:
 1. 25 per Cent. per Annum.
 2. 75 per Cent. per Annum up to
 of \$200,000.
3- INTEREST CHARGED.
 Against Shares with full Margin.
 Against Goods in Neutral Go-
 Account Overdrafts.
 Against Goods in Private Go-
 down.

J. DE BOVIS,
 Chief Manager.

6th May, 1922. 110

ORIENTAL BANK CORPORATION, LIMITED.

CAPITAL.....	£500,000.
RESERVE FUND.....	£800,000.

TOKYO
 NO. 10, TEIKOKUJIKKEN STREET,
 NO. 25, GOSHIOMI STREET.
IN INDIA, CHINA, JAPAN
AND THE COLONIES.
 It receives money on Deposit,
 Bills of Exchange, issues
 forwards Bills for Collection,
 Banking and Agency Business
 to be held on application.
S. W. RUTTER,
 Manager.
 1st October, 1901.

112
THE NATIONAL BANK OF CHINA,
LIMITED.
CAPITAL, 21,000,000.
RESERVE FUND, 500,000.
OFFICE—HONGKONG.
BOARD OF DIRECTORS,
CHOW FUNG SHAN, Pres.

Esq. W. VORPES, Esq.
 EVAN HUGH GRUBB, Esq.
 Chief Manager.
 W. F. PLATTBACH.
 COMMITTEES IN LONDON.
 MICHAEL, Esq. MANSIEU, Esq.
 J. G. STEPH. MILES, John Balfour
 JAMES, Esq. M.P. for Hullam.
 HUNTER, Esq. Manager.
 BANKERS.
 THE ALBANIAN BANK (LTD.)
 THE COMMERCIAL BANK OF
 SCOTLAND.
 C. J. GALLOWAY, Manager.
 J. ANDERSON, Manager.
 J. A. D. FRASER, Manager.
 accounts opened. Money received
 Drafts issued. Bills purchased.

Advances made on Securities or	Liabilities or
Patent Godowns.	Usual Bank
Not underwriting	
18 1/2 North Fico	5 1/2
18 1/2	5 1/2
18 1/2	5 1/2
18 1/2	5 1/2
Current Accounts	3 1/2
Interest for other parties	2 1/2

15th April, 1932. 113

HONG SAVING BANK.

Business of the above Bank is conducted on the following terms:

HONGKONG AND SHANGHAI BANKING CORPORATION, Rules

1. On application.

2. On deposits is allowed at 3% annum.

3. Transfers at their option balance or more to the HONGKONG AND SHANGHAI BANKING CORPORATION to be placed on **FIXED**

4. **PER CENT. per annum.**

HONGKONG AND SHANGHAI BANKING CORPORATION,

F. DE BOYSS.

Chief Manager,
12th August, 1891. 111

Y. S. LING & Co.
PLANTS AND AGENTS,
CORNHILL, LONDON.

Y. DEPARTMENT.

All kinds are supplied on the
terrace for Cash remitted with
and Cash Price List will be for-
sation, or orders may be sent
ent Catalogues, if full particulars

2nd October, 1890. [237]


ORTH FORMOSA
OLD - M. OF NORTH
ma Service. New FITION,
\$90, \$150. To be had at Daily

and the Bookstore.
18th June, 1890. [1894

S. D. GOSFLETT,
S. BOARDMAN, KENT,
is a well-known and successful
businessman and a preferred. Healthy,
robust, and of a large, well-furnished
house, of two acres. Use of piano,
and library, seat in church, stabling
for four horses, and a large garden,
and excellent water. Near
the river. Twenty miles from
London. For delicate children.
Moderate Terms, and (in
case of a reduction would be made
one.
Excellent References.

THOMSON'S
GLOVE FITTING
CORSET.
The Perfection of
Shape, Finish and Dura-
bility.

AGLOW


 Million Pairs. 10 First.
 Medals annually.—W. S.
 THOMSON & CO., LD.,
 LONDON.
 Every Corset bears our Trade Mark.
 (1093)

EST. VALUE.

MARKET PRICES—13th May, 1900.
The Prices are given in Dollar Cents. Cash is 1030 to the Dollar; a catty is 11 lbs. weight 133 lbs.

BUTCHER MEAT.
COUNTRY BACON, English lb. 30 to

[illegible]